

The Hong Kong Daily Press

No. 776

號六十七百七千九第

日六十月四年五十五緒光

HONGKONG, WEDNESDAY, MAY 13th, 1889.

三拜禮

號五十月五英港香

[PRICE \$2 1/2 PER MONTH]

SHIPPING.

ARRIVALS.
May 14, CHATEAU LÉVELLE, British steamer, 2,100 T. Walker, Nagasaki 9th May, Rio. —CAPTAIN.
May 14, CARISBOROUGH, British str., 973, R. Casa, Saigon 9th May, Rio and Paddy. —MORRIS & RAY.
May 14, CHONGKONG, British str., 1,194, Sawyer, Whampoa 14th May, General—JARDINE, MATHESON & Co.
May 14, FRECK, Danish str., 397, C. A. Lund, Haiphong 12th May, General—ARNOLD, KARRER & Co.
May 14, NANO, British steamer, 863, E. D. Goddard, Poochow 10th May, Amoy 11th, and Swatow 13th, General—DOUGLAS LAFAIR & Co.
May 14, VORWARTS, German steamer, 612, J. Bruhn, Haiphong 12th May, Rio—ARNOLD, KARRER & Co.
May 14, NINGPO, German steamer, 762, Schults, Whampoa 14th May, General—STERNSEN & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
14th May.
Thibet, British str., for Singapore.
Almor, British str., for Amoy.
Hailong, British str., for Swatow.
Chateau Lévillé, British str., for Singapore.
Provincia, British str., for Singapore.
Phra Chula Chon Klao, British str., for Swatow.

DEPARTURES.

May 14, SOCHOW, British str., for Hoikow.
May 14, DEUTERON, German str., for Saigon.
May 14, CHATEAU LÉVELLE, British str., for Singapore.
May 14, PHRA CHULA CHON KLAO, British str., for Bangkok.
May 14, PISHUN, Chinese str., for Shanghai.
May 14, HAILONG, British str., for Coast Ports.
May 14, PROVINCIA, British str., for Singapore.
May 14, THIBET, British str., for Bombay.

PASSENGERS.

ARRIVED.
Per Freix, str. from Haiphong—Mr. J. Paul, and 6 Chinese.
Per Nigam, str. from Coast Ports—Messrs. Gordon, Goodhart, Harman, 112 Chinese, and 1 European, deck.
Per Vorwarts, str. from Haiphong—6 Chinese.

REPORTS.

The British steamer *Chateau Lévillé*, from Saigon 9th May, reports that moderate S.E. winds and fine weather throughout.

THE PREMIER CHAMPAGNE

is that of CUTLER, PALMER & Co., to their friends.
Messrs. JARDINE, MATHESON & Co. only.
N.B.—All Consignees of Champagne should sample this grand wine. [385]

NOTIFICATION.

TENDERS are invited for the SOLE RIGHT TO COLLECT GOVERNMENT EXPORT DUTY, or ROYALTY, on JEWELLERY (exclusive of Birdskins) in the East Coast District, Sandakan, from Tanjong Pagar to Siboco Bay, also for Province Alor Gajah, Province Keppel, Province Geylang, and Province Dait (Papas) for the last half of the present year.
Tenders are also invited for the SOLE RIGHT TO COLLECT GOVERNMENT IMPORT DUTY on Wines, Brandy, and SPIRITS & LIQUORS, SALT, TOBACCO, and MARSHES within the East Coast District, or any particular part thereof as may be required.
Particulars may be obtained on application to Messrs. A. L. JOHNSON & Co., Singapore, Messrs. BIRLEY, DALRYMPLE & Co., Hongkong, or the TREASURER GENERAL, Sandakan. The Tenders should be sealed and addressed to the Government Secretary, on or before the 15th day of June, 1889.

NOTIFICATION.

TENDERS are invited for the GAMBLING RESTRICTION FARM for the Town of Sandakan for the last half of the present year.
Particulars may be obtained on application to Messrs. A. L. JOHNSON & Co., Singapore, Messrs. BIRLEY, DALRYMPLE & Co., Hongkong, or the TREASURER GENERAL, Sandakan. The Tenders should be sealed and addressed to the Government Secretary, on or before the 15th day of June, 1889.

NOTIFICATION.

CUTLER, PALMER & Co. Established in London, 1815. Are represented in China by Messrs. JARDINE, MATHESON & Co., Hongkong, and the TREASURER GENERAL, Sandakan. The Tenders should be sealed and addressed to the Government Secretary, on or before the 15th day of June, 1889.

NOTIFICATION.

COGNAC—Their popular "4 Star" quality and best—No better sherry.
"GNAC"—Their well-known "2 Star" quality and best—No better sherry.
See Separate Advertisement.

IRISH WHISKY.

THE BEST—Only one quality consigned. See Separate Advertisement.

PORT—INVALIDS.

Invalids in particular are recommended to select this Wine. See Special Advertisement.

SHERRY.

For Connoisseurs the following Wines have their own distinctive merits—
The "INVALIDS," pale, delicate, fine flavor.
"AMOROUS," a Brandy, very popular.
"MANZANILLA," a clean dry Spanish Wine.
"SHERRY"—White Star, a special favorite in China, very delicate and soft.

CLARET.

Perfectly pure. Bordeaux not loaded to please violated palate.
MOUTON in quarts and pints.
LABROS in quarts and pints.
EN BOTTLES in quarts and pints.
MANAUX-MEUNIER in quarts and pints.

LIQUEUR.

BENEDICTINE from the Monastery. J. P. & Co. are the Sole Consignors of the world wide known Liqueur.
For Prices apply to either of the above Firms marked.

INTIMATIONS.

EXAMPLES OF THE COST OF ASSURANCE TO A MAN AGED 30 NEXT BIRTHDAY.
£1,000 STG. payable at death, would cost at the rate of:
£ 6 18 0 per quarter (a) If premiums are payable for whole of life;
or £ 11 6 " (b) If premiums are limited to 20 years;
or £ 11 4 " (c) If premiums are limited to 15 years;
or £ 13 0 " (d) If the Sum Assured is made payable at age 50, or at death if previous.

AFTER being three years in force, such year's payment of premium secures a proportionate part of Sum Assured as explained in Prospectus. For instance: after five years a man Assured under plan (a) would be entitled to a Free Paid-up Policy for 4/20ths of Sum Assured, viz. £250, should he wish to discontinue future payments.
The same provision if commenced at age 40, would cost respectively (a) £28 15 0, (b) £15 0, (c) £13 4, (d) £27 0 per quarter.

NOTE—It is an advantage to effect Provisions of this nature early in life. By delay the rate of subscription increases; Death may occur before the Provision is effected, or Health may fail and render the life ineligible for Assurance.

THE BORNEO COMPANY, LIMITED, Agents, STANDARD LIFE OFFICE, Hongkong.

LANE, CRAWFORD & Co. are constantly receiving New Supplies of GROCERIES AND PRESERVED PROVISIONS of all kinds, Best ISIGNY BUTTER, Best English CHEESE, English-Cured Side BACON, Specially Selected YORK HAMS, German ASPARAGUS in Water, American Canned PROVISIONS, Scotch OATMEAL, CRACKED WHEAT, SEORTERHEAD, Huntley & Palmers BISCUITS, Mackenzie's Digestive Wheat BISCUITS, Also, The Best Brands of WINES, SPIRITS, and BEERS, Special Agents for the JAPAN BREWERY CO., ATAYA & Co. CHAMPAIGN, HONGKONG, 17th April, 1889. [122]

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

"SUMMER SEASON," LADIES' AND CHILDREN'S OUTFITTING DEPARTMENTS.

NOVELTIES IN DRESS GOODS, PARIS MILLINERY, SUNSHADES, SUMMER HOSIERY, SILK GLOVES, SILK MITTS, FANCY SASH RIBBONS, LACES, LEATHER BELTS, &c. &c.

"SPECIAL," JUST LANDED, OUR THIRD DELIVERY OF "LIBERTY" and other WASHING SILKS, the Coolest and most durable DRESS MATERIALS yet introduced.

NOTICE. All DEPARTMENTS are under the Supervision of Experienced EUROPEAN ASSISTANTS.

THE HALL & HOLTZ CO-OPERATIVE CO., LD. Hongkong, 8th May, 1889. [23]

PUBLISHED THIS DAY Price, Two Dollars. 168 PAGES Crown 8vo. Cloth (with Maps) HANDY GUIDE BOOK TO THE JAPANESE ISLANDS, BY H. W. SUTTON KARR, F.R.G.S.

EXTRACT FROM PREFACE: "In compiling this 'GUIDE' to the JAPANESE ISLANDS OF NIPPON, KIWU, Yezo, and SHIKOKU, which, together with HONSHU, are generally known collectively as Japan, the author has summoned to his aid every trustworthy Handbook hitherto published that was available. He has gathered much scattered information, distributed in diverse places, from Newspapers and other sources, and arranged it in a manner easily understood. Routes have been tabulated, facts marshalled, and descriptions given in a method clear and less involved than has often been the case."

HONGKONG:—KIRBY & WALSH, LD., Publishers. Hongkong, 1st May, 1889. [881]

NOTICE. THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

M. EDWARD OSBORNE has been appointed ACTING SECRETARY of the above Company from this date. J. J. KESWICK, Chairman. Hongkong, 14th May, 1889. [1006]

I HAVE This Day Established myself as a SHARE and GENERAL BROKER. S. R. BOMANU. Hongkong, 9th May, 1889. [961]

NOTICE. I HAVE This Day admitted into PARTNERSHIP with Mr. S. W. COXON and Mr. J. P. & Co. are the Sole Consignors of the world wide known Liqueur. For Prices apply to either of the above Firms marked.

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED. AUTHORIZED CAPITAL, £2,000,000. PAID UP, £500,000. Registered Office, 40, THE SHANDUNG STREET, LONDON. BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Duys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—Fixed for 12 months, 5 per Cent. per Annum. Fixed for 6 months, 4 per Cent. per Annum. Fixed for 3 months, 3 per Cent. per Annum. On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCE of such Claims purchased on advantage, may be had on application to the Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER, Manager, Hongkong Branch, Hongkong, 12th March, 1887. [111]

HONGKONG & SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL, £7,500,000. RESERVE FUND, £4,000,000. RESERVES & PROFITS, £7,500,000.

COURT OF DIRECTORS: W. H. FORBES, Esq., Chairman. H. L. DALRYMPLE, Esq., Deputy Chairman. T. E. DAVIS, Esq. J. F. HOLLIDAY, Esq. J. E. KESWICK, Esq. H. R. LAYTON, Esq. S. C. MICHAELSEN, Esq. G. E. NOBLE, Esq. CHIEF MANAGER.

HONGKONG & SHANGHAI BANKING CORPORATION. Shanghai—E. W. RUTTER, Esq. LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED. On Current Deposit Accounts at the rate of 2 per Cent. per Annum on the daily balance. On Fixed Deposits:—For 3 months 3 per Cent. per Annum. For 6 months 4 per Cent. per Annum. For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED. CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan. G. E. NOBLE, Chief Manager, Hongkong, 29th April, 1889. [8]

NOTICE. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on the 1st day of May, 1889. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than £1, or more than £250 at one time will not be received. No depositor may deposit more than £2,500 in any one day.

3.—Depositors in the Savings Bank having £100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation, on fixed deposit for 12 months at 5 per Cent. per annum interest.

4.—Interest at the rate of 3 per Cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked on HONGKONG SAVINGS BANK Business is forwarded to the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, G. E. NOBLE, Chief Manager, Hongkong, 1st January, 1889. [10]

ORIENTAL BANK CORPORATION IN LIQUIDATION. NOTICE TO CREDITORS. PAYMENT OF 6th DIVIDEND.

A 6th DIVIDEND of 64 per Cent. on all Claims against the Hongkong Branch of THE ORIENTAL BANK CORPORATION, which has been approved by the Court of Chancery will be paid at the Office of the NEW ORIENTAL BANK CORPORATION, LIMITED, on and after MONDAY, the 18th MARCH NEXT. Creditors are requested to apply to the Bank for their Dividend, and to produce the letter they hold from the Liquidator admitting their Claims in order that the payment of the 6th Dividend may be endorsed thereon.

PAYMENT OF FINAL DIVIDEND IN ADVANCE UNDER DISCOUNT. The Official Liquidator, by arrangement with the ASSETS REALIZATION Co., is prepared to pay in advance to Creditors willing to receive such payment in FULL DISCHARGE of their claims the Dividend of 5 per Cent. payable in the year 1890, under a DISCOUNT OF FIFTY-TWO PER CENT.

Creditors who are willing to accept payment of the Final Dividend less discount as above are requested to communicate with the underlined BEFORE THE END OF THE CURRENT MONTH.

E. W. RUTTER, Agent for the Official Liquidator Oriental Bank Corporation in Liquidation. 2, Queen's Road, Hongkong, 6th February, 1889. [388]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED. SUBSCRIBED CAPITAL, £5,000,000. PAID UP CAPITAL, £2,500,000. RESERVE FUND, £1,250,000.

BOARD OF DIRECTORS: Hon. J. F. KESWICK, Chairman; Managing Director, C. F. CHATFIELD, Esq.; Directors, G. E. NOBLE, Esq., J. S. MOSES, Esq., S. C. MICHAELSEN, Esq., G. E. NOBLE, Esq., LEE SING, Esq., POON PONG, Esq.

BANKERS: THE HONGKONG & SHANGHAI BANKING CORPORATION. Money advanced on Mortgage on Land or Buildings.

Properties purchased and sold. Estates managed, and all kinds of Agency and Commission business relating to Land, &c. conducted.

Full particulars can be obtained at the Company's Office, No. 7, Queen's Road Central. A. SHELTON HOOPER, Secretary, Victoria Buildings, Hongkong, 3rd May, 1889. [608]

SALE BY PUBLIC AUCTION.

UNLESS PREVIOUSLY DISPOSED OF BY PRIVATE CONTRACT. THE HAWAIIAN REGIONS.

"KALAKAUA," 302 Tons Register, will be Offered by PUBLIC AUCTION, MONDAY, the 20th May, 1889, with all her TACKLE, APPAREL, and FURNITURE as she now lies in Hongkong Harbour.

For Particulars, apply to JARDINE, MATHESON & Co., Hongkong, 26th April, 1889. [859]

GOVERNMENT NOTIFICATION. No. 230.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the 20th day of MAY, 1889, at 4 P.M., are published for general information. By Command, FREDERICK STEWART, Colonial Secretary, Hongkong, 11th May, 1889. [993]

Particulars of the letting by Public Auction Sale to be held on MONDAY, the 20th day of May, 1889, at 4 P.M., by Order of His EXCELLENCY the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

No. of Lot. Land. Locality. Boundary Measure. Contained in. Annual Rent. Upset Price.

1. No. 1,149. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

2. No. 1,150. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

3. No. 1,151. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

4. No. 1,152. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

5. No. 1,153. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

6. No. 1,154. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

7. No. 1,155. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

8. No. 1,156. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

9. No. 1,157. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

10. No. 1,158. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

11. No. 1,159. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

12. No. 1,160. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

13. No. 1,161. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

14. No. 1,162. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

15. No. 1,163. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

16. No. 1,164. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

17. No. 1,165. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

18. No. 1,166. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

19. No. 1,167. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

20. No. 1,168. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

21. No. 1,169. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

22. No. 1,170. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

23. No. 1,171. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

24. No. 1,172. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

25. No. 1,173. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

26. No. 1,174. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

27. No. 1,175. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

28. No. 1,176. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

29. No. 1,177. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

30. No. 1,178. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

31. No. 1,179. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

32. No. 1,180. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

33. No. 1,181. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

34. No. 1,182. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

35. No. 1,183. Quarry Bay. 370. 200. 180. 177. 4,030. 462. 10,075.

INTIMATIONS.

TANTALUS LIQUOR STANDS. DAKIN BROTHERS have on hand a large selection of TANTALUS LIQUOR STANDS, in pint and quart sizes. The Bottles are of hand-blown glass, whilst the Frames are specially designed as an elegant ornament for the Dining-room.

TANTALUS PERFUME STANDS. In oak and electro-plate frames with Cut Glass Bottles. Most suitable for presentation.

CHAMPAGNE JUGS. In cut glass and thickly plated mounts with moveable centre ice well.

TOILET BOTTLES & BOXES of richly cut glass with solid silver mounts in choice designs.

INSPECTION INVITED. DAKIN BROTHERS, LIMITED, QUEEN'S ROAD CENTRAL, (opposite Hongkong Hotel), HONGKONG.

Telephone No. 60. Hongkong, 8th May, 1889. [134]

THE STATUTORY GENERAL MEETING of the above Company will be held in the Hongkong Hotel, THIS DAY (WEDNESDAY), the 15th May, 1889, at 4 o'clock p.m.

THE HONGKONG ELECTRIC COMPANY, LIMITED. GEO. FENWICK & Co., LIMITED. Hongkong, 15th May, 1889. [956]

THE STATUTORY GENERAL MEETING of the above Company will be held at the City Hall, on SATURDAY, the 23rd May, at 9.30 p.m.

GIBB, LIVINGSTON & Co., Managers. Hongkong, 11th May, 1889. [983]

SOCIÉTÉ FRANÇAISE DES CHARRONNAGES DU TONKIN. NOTICE is hereby given, that the FIRST MEETING of SHAREHOLDERS of Association of the above Company, Hongkong (Tonkin), on FRIDAY, the 18th day of May, at Noon.

BUSINESS. To receive the reports on the state of the Mines, and all accounts on the Board of Directors. The Owners of the above Shares are requested to attend the Meeting, in order to have the right of attending the above Meeting, shall post their Shares either with the undersigned, or with the Chief Manager of the Hongkong & Shanghai Banking Corporation, not later than FIFTEEN Days before the Meeting, and there shall be delivered to them a Card of Admission to the Meeting. By Order of the Board of Directors, ALEXANDER LEVY, Secretary. Hongkong, 26th April, 1889. [828]

CANADIAN PACIFIC STEAMSHIP COMPANY. WANTED A SURGEON for the Steamship *Port Augusta*, to visit the Vessel in Hongkong. ADAMSON, BELL & Co., Agents. Hongkong, 8th May, 1889. [903]

WANTED—At the Peak or Mount Kellett—a FURNISHED HOUSE for two or three Weeks. Please Address, G. S., Care of Daily Press Office. Hongkong, 9th May, 1889. [960]

THE SELAMA TIN MINING COMPANY, LIMITED. APPLICATIONS for the Post of SECRETARY to the above Company should be sent in to WOTTON & DEACON, Solicitors, 70, Queen's Road, Hongkong, 9th May, 1889. [965]

HONGKONG SHAREHOLDERS are requested to attend the General Meeting of the Company, on the 23rd day of May, 1889, at 4 o'clock p.m.

ADAMSON, BELL & Co., Agents. Hongkong, 9th May, 1889. [858]

THE PUNJON AND SUNGHEE DEU SAMANTAN MINING COMPANY, LIMITED. NOTICE is hereby given that the Shareholders of the

INTIMATIONS.

1889. NOW READY. 1890.
THE CHINA DIRECTORY
With which is incorporated
THE CHINA DIRECTORY
(Tientsin, Shanghai, Amoy, Canton, etc.)
COMPLETE, WITH APPENDIX, PLATES, &c.
Royal 8vo, pp. 1,116, price \$2.00.
SMALLER EDITION, Royal 8vo, pp. 820, \$1.00.

THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up
to date, and again much increased in bulk.

A. S. WATSON & CO. LIMITED.
WATSON'S

PATENT DESSICATING

DRYING BOTTLES.

A. S. W. & Co. beg to call attention to their
NEW PATENT DRYING BOTTLES, which have
been especially designed by and manufactured
for them.

By the use of these bottles, CIGARS, as
well as ALL GOODS which are susceptible
to the destroying influences of moisture can be
kept in good and perfect condition.

Whenever or wherever the atmosphere is
saturated with moisture these bottles will be
found invaluable.

THE HONGKONG DISPENSARY.

Hongkong, 5th April, 1939.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be
addressed "The Editor," and those on business "The
Manager," and not to individuals by name.

Correspondents are requested to forward their names
and addresses with communications addressed to the
Editor, not for publication, but as evidence of good
faith.

All letters for publication should be written on one
side of the paper only.

Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
otherwise ordered.

Orders for extra copies of the Daily Press should
be sent before 11 a.m. on the day of publication.
After that hour the supply is limited.

TELEPHONE NO. 112.

BIRTH.

At West End, on Monday, the 11th May,
1939, the wife of CHARLES MOORE, of a son.

The Daily Press.

HONGKONG, MAY 17TH, 1939.

Our correspondent, "Inquirer," whose letter
appeared in yesterday's issue, asks us to
state briefly the facts and arguments by
which it has been shown that the purchasing
value of silver in silver-using countries is as
great now as it was before the great distur-
bance in the relative values of silver and
gold. Our correspondent says that if this
were true, "silver would obviously keep pour-
ing from the West into the East, because
in the West gold, or commodities bought
with the gold, can be bought by silver at a
smaller price than formerly, and this larger amount could, if silver is, as you
say, of its old relative value with gold in the
East in purchasing commodities, of course
buy one-third more in the East than
could be bought by the original gold or
commodity, and so would be more profit-
able to send." But we never said that
silver was of its old relative value with gold
in the East in purchasing commodities.

What we meant to convey was that its value
in relation to commodities themselves had
remained practically undisturbed. When
the dollar was at four shillings the purchas-
ing power of five dollars and of a sovereign
was the same; at the present time the five
dollars will in China purchase as much as it
did then; the sovereign or its equivalent will
of course purchase more. In the evidence
given before the Currency Commission it
was shown that while gold prices had every-
where fallen silver prices had remained
practically the same in silver-using coun-
tries, and even in gold using countries
there had been comparatively little change
in the relative value of silver and the lead-
ing commodities. What had happened was
not that silver had fallen in value but that
gold had appreciated. In China and India
the purchasing power of silver is indeed in-
creasing rather than diminishing, from
which it would seem that the stocks and
production of gold and silver combined have
been surpassed by the growing commerce
of the world during the last quarter of a
century; but the currency policy of England
and Germany has secured almost the whole
of the consequent appreciation to gold alone,
leaving silver almost where it was. If, how-
ever, in connection with the proposed increase
of official salaries in Hongkong on account
of the fall in exchange, the point be raised
that the dollar has risen in relation to
commodities, it will not be difficult to
meet it. Although a sovereign will pur-
chase more commodities now than fifteen
years ago, and in commerce has appreciated
by twenty-five per cent, the effect is very
far from being felt to this extent by per-
sons of fixed incomes; or, to take the case
of an officer of the Hongkong Government
retiring from the service, on turning his
savings in silver into gold he would not
find that 24,000 now was the equivalent of
25,000 fifteen years ago. The greater por-
tion of the difference, representing the de-
cline in exchange, would mean to him an
absolute loss.

The San Francisco Chronicle has the follow-
ing paragraph: "It is a peculiar coincidence
that the day when the members of the Chi-
nese Embassy at Washington is reported by
able from Shanghai as expressing his com-
plicit for the American way of the man-of-war
"Peking" was the day when the American
may be safely said that no other way can sur-
pass this fact, which we think is unprecedented
in naval annals."

The anti-Chinese feeling in the United States
appears to be spreading to the Eastern States.
Judging from the tone taken by the Press.
The New York Commercial Advertiser, in an editorial
on the Chinese, says: "The Chinese are
spread wherever there are men and are doing
good to everybody. It was high time to prevent
their further spread in this country, to which
they did not come of their own free will, but
under the control of the Six Companies, in
league with the local Government."

A Californian contemporary says: "The Chi-
nese Minister at Washington spends more
money in the United States than any other
Government of the United States. I can
imagine with the Chinese Government he is
as a cipher, but as his despatches cost \$3 a
line, and his telegrams cost \$10 a line, and
in telegraphing such an average of \$1,000 a
week. One day, recently, he spent \$2,000 in
sending despatches to China, and the Milwaukee
tribune says that he is getting ready to go
back to his home in China to his home in
Hankow, through Hankow and Siam to Peking."

No appointment to the post of United States
Minister to Peking seems to have been made
yet. The *Allegheny*, a recent issue, says: "The
New York Mail and Express wanted Mr.
Holcomb appointed Minister to China, and de-
clared that he would be supported by the mis-
sionaries and American citizens residing
in China should be expelled as a measure of
retaliation for the exclusion of Chinese from
the United States has drawn forth retorts
from the American Press. The remarks of
the *Allegheny* are reproduced else-
where. This journal professes a calm attitude
on the subject, but was the Chinese Gov-
ernment not to try to set on the suggestion
of their too zealous subordinate, or the Amer-
icans were to show how to obtain redress,
whether their navy is efficient or not, by
taking retaliatory steps on the 100,000
Chinese settled in the Republic. The
Bulletin, more pugnacious and resentful,
threatens reprisals if Mr. Kwoon Par's sug-
gestion is adopted. It says:—"If the
Americans who are engaged in the Chinese
service must go, because we refuse to allow
the country to be inundated by the Yellow
Tide, there is perhaps no direct help to

them. But if they are started,
Mr. Kwoon Par's suggestion is a
where they will be a discriminating duty
on Chinese tea and silk would be a great ad-
vantage to Japan. The game which this
Celestial advocate is one at which two can
play. The only outcome he fears is the bom-
bardment of Chinese seaports. But he thinks
our navy not of much account. There is
going to be no bombardment for anything
which he proposes. But if it ever should
come for any cause, the navy, which Mr.
Kwoon Par holds so lightly, will make
things rather lively in his vicinity." But
while some journals, like the above, bluster
and threaten, there are others, like the San
Francisco Chronicle, which, referring to
Kwoon Par's assertion as to the power-
lessness of the American navy for aggressive
purposes, admits its accuracy, as follows:—

"The Chinaman spoken of is a pretty severe
critic of the American navy, and the worst
of his criticism is that we cannot dispute his
assertions. It is sadly true that the so-
called American navy would not be capable
of an aggressive movement against any
power having even the pretence of a wooden
navy. The only vessels we have capable of
carrying and using heavy ordnance are
cruisers of the *Monadnock* type, and, per-
haps, of the *Cumancha* type, and they are
suitable only for purposes of defence.
China at the present time would be able to
an attack by the United States, not on ac-
count of the strength of her navy, but from
the weakness and incapacity of ours. It is
what might be called a trifle rough on the
United States when a Chinaman can ridicule
us and treat us with contempt, but we have
ourselves to thank for it. Wherever the
responsibility may lie, the fact remains that
Wong Kwoon Par told the truth, and that
the United States has no navy simply be-
cause we have not had sense enough
or forethought enough to build one."

Another journal says:—"It is a matter of
small importance to the people of the United
States whether the few hundred Americans
who are employed in teaching the Chinese
how to make and use American machines
are retained in their present places or not.
In the long run it would be better not. As
soon as the Chinese have supplied them-
selves with modern labour-saving machinery
they will use their vast labouring force in the
production of the various kinds of manu-
factures which form the basis of foreign
trade. The principal advantage we have
now is in our labour-saving machinery.
When we have taught them to reproduce
the same machinery and to use it they will
have no further use for us. They will make
all kinds of goods at one-half or less than
the cost of the manufacturing of similar
goods in this country. There has never
been any reciprocity in the trade relations
between the United States and China.
They sell to us about three times as
much as they buy. Their labourers
come here and in a few years earn money
enough to return to China and live in com-
fort the rest of their lives. An American
labourer in China would starve to death."

In every case, however, there is unanimity
on one point—that the Exclusion Act is not
a thing to be repented of, and the anti-Chi-
nese feeling, which formerly was chiefly
centred in the Western States, is now grow-
ing active in the Eastern half of the Union.
Whichever party may be in power, on this
question at least there will be no division
of opinion, and there seems no likelihood
of any revision of popular feeling in behalf
of the Chinese. Any new development on the
subject is more likely to take the form of a
cry for the expulsion of those Chinese al-
ready settled in the States, but the proba-
bility is that their enemies will rest content
with the gradual reduction of their numbers
by deaths and returns to the Central
Kingdom.

The Agents (Messrs. Butterfield and Swire)
inform us that the O.S.S. Co. steamer *Steadfast*,
from Liverpool, left Singapore yesterday for
this port.

The Agents (Messrs. Amson, Bell & Co.)
inform us that the steamer *Port Adelaide*, from
Aden, left Singapore on Monday afternoon
for this port.

The San Francisco Chronicle has the follow-
ing paragraph: "It is a peculiar coincidence
that the day when the members of the Chi-
nese Embassy at Washington is reported by
able from Shanghai as expressing his com-
plicit for the American way of the man-of-war
"Peking" was the day when the American
may be safely said that no other way can sur-
pass this fact, which we think is unprecedented
in naval annals."

The anti-Chinese feeling in the United States
appears to be spreading to the Eastern States.
Judging from the tone taken by the Press.
The New York Commercial Advertiser, in an editorial
on the Chinese, says: "The Chinese are
spread wherever there are men and are doing
good to everybody. It was high time to prevent
their further spread in this country, to which
they did not come of their own free will, but
under the control of the Six Companies, in
league with the local Government."

A Californian contemporary says: "The Chi-
nese Minister at Washington spends more
money in the United States than any other
Government of the United States. I can
imagine with the Chinese Government he is
as a cipher, but as his despatches cost \$3 a
line, and his telegrams cost \$10 a line, and
in telegraphing such an average of \$1,000 a
week. One day, recently, he spent \$2,000 in
sending despatches to China, and the Milwaukee
tribune says that he is getting ready to go
back to his home in China to his home in
Hankow, through Hankow and Siam to Peking."

No appointment to the post of United States
Minister to Peking seems to have been made
yet. The *Allegheny*, a recent issue, says: "The
New York Mail and Express wanted Mr.
Holcomb appointed Minister to China, and de-
clared that he would be supported by the mis-
sionaries and American citizens residing
in China should be expelled as a measure of
retaliation for the exclusion of Chinese from
the United States has drawn forth retorts
from the American Press. The remarks of
the *Allegheny* are reproduced else-
where. This journal professes a calm attitude
on the subject, but was the Chinese Gov-
ernment not to try to set on the suggestion
of their too zealous subordinate, or the Amer-
icans were to show how to obtain redress,
whether their navy is efficient or not, by
taking retaliatory steps on the 100,000
Chinese settled in the Republic. The
Bulletin, more pugnacious and resentful,
threatens reprisals if Mr. Kwoon Par's sug-
gestion is adopted. It says:—"If the
Americans who are engaged in the Chinese
service must go, because we refuse to allow
the country to be inundated by the Yellow
Tide, there is perhaps no direct help to

them. But if they are started,
Mr. Kwoon Par's suggestion is a
where they will be a discriminating duty
on Chinese tea and silk would be a great ad-
vantage to Japan. The game which this
Celestial advocate is one at which two can
play. The only outcome he fears is the bom-
bardment of Chinese seaports. But he thinks
our navy not of much account. There is
going to be no bombardment for anything
which he proposes. But if it ever should
come for any cause, the navy, which Mr.
Kwoon Par holds so lightly, will make
things rather lively in his vicinity." But
while some journals, like the above, bluster
and threaten, there are others, like the San
Francisco Chronicle, which, referring to
Kwoon Par's assertion as to the power-
lessness of the American navy for aggressive
purposes, admits its accuracy, as follows:—

"The Chinaman spoken of is a pretty severe
critic of the American navy, and the worst
of his criticism is that we cannot dispute his
assertions. It is sadly true that the so-
called American navy would not be capable
of an aggressive movement against any
power having even the pretence of a wooden
navy. The only vessels we have capable of
carrying and using heavy ordnance are
cruisers of the *Monadnock* type, and, per-
haps, of the *Cumancha* type, and they are
suitable only for purposes of defence.
China at the present time would be able to
an attack by the United States, not on ac-
count of the strength of her navy, but from
the weakness and incapacity of ours. It is
what might be called a trifle rough on the
United States when a Chinaman can ridicule
us and treat us with contempt, but we have
ourselves to thank for it. Wherever the
responsibility may lie, the fact remains that
Wong Kwoon Par told the truth, and that
the United States has no navy simply be-
cause we have not had sense enough
or forethought enough to build one."

Another journal says:—"It is a matter of
small importance to the people of the United
States whether the few hundred Americans
who are employed in teaching the Chinese
how to make and use American machines
are retained in their present places or not.
In the long run it would be better not. As
soon as the Chinese have supplied them-
selves with modern labour-saving machinery
they will use their vast labouring force in the
production of the various kinds of manu-
factures which form the basis of foreign
trade. The principal advantage we have
now is in our labour-saving machinery.
When we have taught them to reproduce
the same machinery and to use it they will
have no further use for us. They will make
all kinds of goods at one-half or less than
the cost of the manufacturing of similar
goods in this country. There has never
been any reciprocity in the trade relations
between the United States and China.
They sell to us about three times as
much as they buy. Their labourers
come here and in a few years earn money
enough to return to China and live in com-
fort the rest of their lives. An American
labourer in China would starve to death."

In every case, however, there is unanimity
on one point—that the Exclusion Act is not
a thing to be repented of, and the anti-Chi-
nese feeling, which formerly was chiefly
centred in the Western States, is now grow-
ing active in the Eastern half of the Union.
Whichever party may be in power, on this
question at least there will be no division
of opinion, and there seems no likelihood
of any revision of popular feeling in behalf
of the Chinese. Any new development on the
subject is more likely to take the form of a
cry for the expulsion of those Chinese al-
ready settled in the States, but the proba-
bility is that their enemies will rest content
with the gradual reduction of their numbers
by deaths and returns to the Central
Kingdom.

The Agents (Messrs. Butterfield and Swire)
inform us that the O.S.S. Co. steamer *Steadfast*,
from Liverpool, left Singapore yesterday for
this port.

The Agents (Messrs. Amson, Bell & Co.)
inform us that the steamer *Port Adelaide*, from
Aden, left Singapore on Monday afternoon
for this port.

The San Francisco Chronicle has the follow-
ing paragraph: "It is a peculiar coincidence
that the day when the members of the Chi-
nese Embassy at Washington is reported by
able from Shanghai as expressing his com-
plicit for the American way of the man-of-war
"Peking" was the day when the American
may be safely said that no other way can sur-
pass this fact, which we think is unprecedented
in naval annals."

A Chinese foreman on board the German
steamer *Yongfa* was accidentally scalded to
death yesterday morning.

A man who was charged at the Police Court
yesterday with obtaining money under false pre-
text, by exchanging spurious nuggets of sil-
ver with genuine ones, was sentenced to im-
prisonment with hard labour.

The publication of a twenty-one railway guide
for Japan in days has been a significant
incident. It gives a more striking idea of the
progress this country has made than any statis-
tical description could impart. The book itself
is small, it is true. It contains only sixteen pages,
and the tables do not all refer to separate lines,
some of them being devoted to different sections
of the same route. It is plain, too, that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap-
proximation, we found that the length of the
route was not in the least correct. It was
much of the same kind of error that is now
open to traffic between Shikoku and the
mainland, and it is a pity that the com-
pilers were not in possession of all the informa-
tion available. We found in the tables a great
deal of error, and in their details about the
Tokaido Railway, they are unable to
give the exact mileage between Hamamatsu and
Nagahama, a distance of about 110 English
miles by the ordinary route. Taking this ap

